Application Serial No. 10/567,617 Attorney Docket No. 10191/4140 Reply to Office Action of January 28, 2008

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace, without prejudice, all prior versions, and listings, of claims in the application.

LISTING OF CLAIMS:

Claims 1-6. (Canceled).

7. (Currently Amended) A method for determining an activation voltage of a piezoelectric actuator of at least one injector which is used to inject a liquid volume under high pressure into a cavity, the method comprising:

varying the activation voltage as a function of a pressure used to pressurize the liquid volume; and

controlling a drift of the activation voltage required for a predefined lift of a control valve of the injector on an injector-specific basis by controlling a difference between a cutoff-voltage threshold and a final steady-state voltage to a setpoint value <u>for the difference</u> between the cutoff-voltage threshold and the final steady-state voltage predefined for one operating point.

- 8. (Previously Presented) The method according to claim 7, wherein the liquid volume is injected into a combustion chamber of an internal combustion engine.
- 9. (Previously Presented) The method according to claim 8, wherein the control is carried out during one driving cycle of a vehicle having the internal combustion engine, and further comprising storing correction values ascertained during the driving cycle in a non-volatile memory.
- 10. (Previously Presented) The method according to claim 9, wherein the correction values stored in the non-volatile memory are used in a later driving cycle as initialization values for a control in the later driving cycle.

2

Application Serial No. 10/567,617 Attorney Docket No. 10191/4140 Reply to Office Action of January 28, 2008

- 11. (Previously Presented) The method according to claim 8, further comprising enabling the control as a function of parameters characterizing at least one of the internal combustion engine and the injector.
- 12. (Previously Presented) The method according to claim 11, wherein the enabling takes place as a function of at least one of the following parameters: a temperature of the internal combustion engine, a common-rail pressure, a steady state of a charging time control, a steady state of a voltage control, an activation duration, a number of injections, an injection sequence, and a system deviation of secondary control devices.
- 13. (Previously Presented) The method according to claim 7, wherein the control is ascertained at various operating points, and further comprising storing correction values in correction characteristics maps.